

THE TROLLEY WIRE

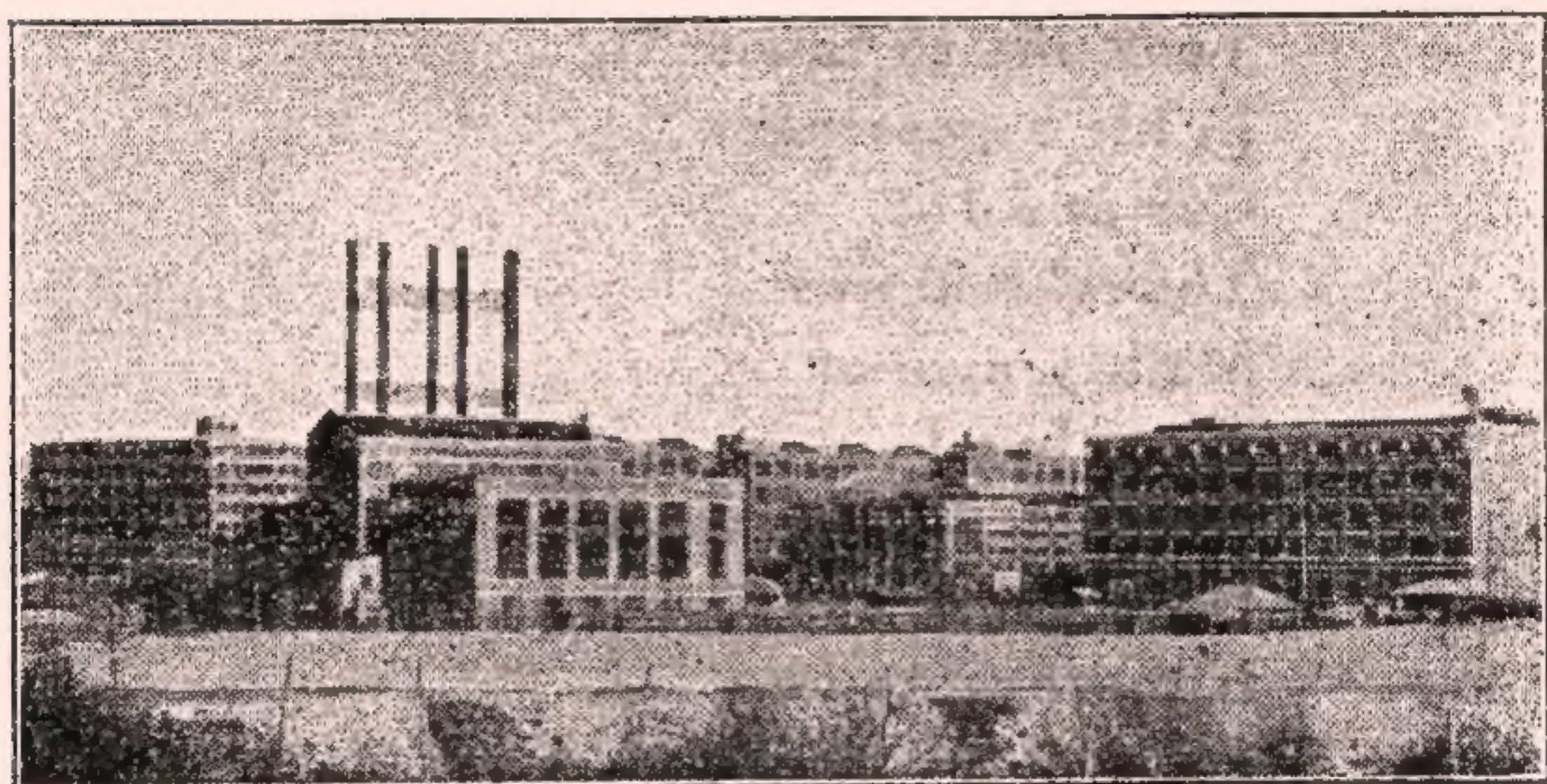


Carries the Current to Carry Everybody

Issued by the B. & L. E. Traction Co.

April 1, 1924

Erie is Now World's Center for Electric Locomotives



Erie Works of General Electric Co., East Lake Road

Since the days of 1900 when all of the manufacturing plants in Erie employed fewer men than the Erie General Electric Company alone employs today, many changes have taken place in Erie.

Possibly one of the most important phases of Erie's development is the growing importance of the Erie General Electric Company in world wide commerce through the manufacture of electric locomotives.

How many Erie citizens know that this company is today sending "Erie made" electric locomotives all over the world?

On the Erie test track, electric locomotives have developed the hitherto unheard of speed of 105 miles per hour.

The B. & L. E. Traction feels the importance of its part in sending "Made in Erie" products throughout the world by providing safe, adequate, and cheap transportation to employees of every Erie Industry.

THE TROLLEY WIRE

The Trolley Wire will be published from time to time by the B. & L. E. Traction Company for free distribution to street car patrons. Suggestions concerning any feature of B. & L. E. service will be gladly received. Address Editor Trolley Wire, Exchange Building, Erie, Pa.

A CAR RIDER SAYS

Yesterday as I was
Waiting for
A street car,
My friend, Tom Smith,
Hailed me and
Took me to town
In his 5-passenger
Car and I
Thought it was
Mighty nice of
Tom, but I
Wondered if he would
Do it every day
If there were no
Street cars, and
So I told Tom
That neither he
Nor I were helping to
Maintain good and
Regular street car
Service by depriving
It of Patronage and
We decided that in
The future when he
Passed me he'd
Wave his hand and
I'd wave mine.
And that would mean
We understood and
I would make sure
Of always getting to
Work without help from
Tom, and I thought
That you ought to
Talk to your
Friend, too.

—Exchange.

THE TROLLEY WIRE

AKRON WELCOMES BACK THE TROLLEYS

After twenty-seven days' experience with buses and jitneys, Akron, Ohio, has gone back to street cars. Service during the bus and jitney period was wholly bad. Buses were often crowded to more than three times their capacity, downtown stores suffered loss of business, and thousands of people walked rather than put up with the inconvenience of bus service.

Workers in the factories were often obliged to pay as high as 30 cents a day to go to and from their work.

The unsatisfactory condition of affairs was terminated by the women of the city, who organized themselves into a big committee and marched to the City Hall protesting against the unreliable, dirty, unsafe, inconvenient, uncomfortable and expensive bus and jitney service.

The Council by unanimous vote, convinced by 27 days of unreliable transportation conditions, adopted an ordinance that would permit the Electric Railway Company to operate without further losses.

TROLLEY WIRE FLASHES

I rose and gave her my seat;
I could not let her stand—
She made me think of mother, with
That strap held in her hand.

"I see," said the suburbanite, "that they have taken the 5:15 off this line. Do you miss it?"

"No, not as often as when it was on."

Portland, Oregon, school children in a Rose Carnival parade carried large banners with the message "Think"—Think safety and you'll be safe.

The search for a cheap substitute for gasoline is at an end—there is always the street car ticket.

The service of the street car is available for all of the people, all of the time and in any kind of weather.

BEHIND THE SCENES

**An Interview With A. R. Myers, General Manager
of the Buffalo and Lake Erie Trolley Co.**

Manufacturing 16,000,000 car rides per year for a great diversity of customers ranging from the man or woman weighing 250 lbs. to the boy or girl weighing 60 lbs., one traveling 6 blocks, the other 6 miles; is the unique view of the street railway business given by A. R. Myers for this issue of the Trolley Wire.

"Strange as it may seem," says Mr. Myers, "our business is comparable to that of the manufacturer. However unlike the manufacturer who makes a product like cigars, shoes, or washing machines, we are manufacturing "rides" for an average of 50,000 people each day.

"The manufacturer who turns out an article of general or class consumption figures his costs and adds a profit—and in this respect, the Street Railway Company differs from the ordinary manufacturer because the price at which we must sell our manufactured article (the car ride) is determined—not by ourselves but by the Public Service Commission of the State of Pennsylvania.

"There is also another important factor to bear in mind. We must continue to "manufacture rides" in good times and bad, on rainy days, during snow storms or in sunshiny weather—at all times we must continue to operate even though there is little or no demand for the rides."

"It is also interesting to know," added Mr. Myers, "that in Erie only 20% of car riders are required to use transfers because of the excellent routing of the cars—most cities have a much higher percentage.